

## ROCKHILL HEARD FROM

The Special Commissioner Tells of the Conditions in China as He Found Them.

Chinese Government Is Able to Break the Concert and to Bring About a Disagreement.

This Is the Greatest Crisis in the History of the Chinese Empire—All Other Questions Sink Into Insignificance.

Shanghai, Sept. 3.—Mr. William Woodville Rockhill, special commissioner of the United States government to investigate and report on conditions in China in an interview with a press representative emphasizing the importance of the harmonious action of the powers as a measure of self-defense, said:

"If the Chinese government is able to break the concert of nations and to bring about a disagreement on the part of any government, in such a way as to secure the relaxation of the joint demands, all the foreigners in China may as well pack up and leave.

"This is the best opportunity to settle for all time the status of foreigners in China. If that matter is not settled now the Chinese will be encouraged to persist in their present policy and the powers will have the whole trouble to thrash over again every two or three years. I believe that all the governments are impressed with this truth; and I believe that most of them realize that a definite and permanent settlement of the status of foreigners and the establishment of freedom of trade are more important to them now than the acquisition of territory.

"This has been a deliberately planned movement on the part of the Chinese government to expel all foreigners. The decrees printed in the Imperial Gazette prove this. The movement has been practically successful, since every foreigner in the interior has been obliged to seek refuge in the treaty ports. The imperial government merely utilized the Boxers as convenient accessories to its schemes.

"The relief of Peking is merely an incident of the crisis. The really important work remains to be done. Marquis Ito, probably the best informed man alive on eastern politics, said to me that the present was the greatest crisis in the history of China and that all preceding eastern questions sunk into insignificance beside it. Are civilized nations to yield to the Chinese conceit of their own superiority?"

Mr. Rockhill and other officials in Shanghai, like the public, are utterly ignorant of the course of diplomatic and military events in Peking. The consuls of the various governments have sent frequent telegrams to their respective ministers but have been unable to get replies. It is suspected that official messages are tampered with between Shanghai and Peking.

The attitude of the southern viceroys in protecting foreigners commands confidence in their good faith; and negotiations will probably be conducted through them.

Li Hung Chang still remains in Shanghai. He is thoroughly discredited but is intriguing to get the foreigners to quarrel among themselves.

Washington, Sept. 3.—So far as can be ascertained, there were no important developments in the Chinese situation here Sunday. The officials maintain unusual reticence. They say they have no information to make public regarding the replies to the American-Russian propositions regarding the withdrawal of the military forces of the powers from Peking. Mr. Adee, the acting secretary of state, has decided for the present not to make any statements as to the names of the powers which have answered, or to indicate whether the replies are of an affirmative character, on the ground that publication of the attitude of the powers might embarrass the present negotiations.

It is impossible, therefore, to learn definitely to what extent answers have been received. The opinion prevails, however, that none of a conclusive character have as yet come to hand, such communications as have been received being merely of a preliminary character. In diplomatic circles the opinion prevails that none of the great powers have as yet reached a final determination as to the course they will pursue.

Tien-Tsin, Aug. 29.—The Germans have formally demanded for themselves all the buildings and grounds of the camp of the United States troops, explaining that these will be needed by the large German forces soon to arrive. As the American camp lies in the German concession, the demand will probably be complied with and a new camp for the United States troops will be established outside the city.

**Pointer for Bankers.**  
New York, Sept. 3.—A Washington dispatch to the Herald states that Chief Wilkie, of the secret service, has discovered that some crook is pasting sticking plaster over the Brockaway \$100 counterfeit note to cover up its defects.

**Drowned in the Philippines.**  
Manila, Sept. 3.—A dispatch from Iloilo announces that Lieut. Roy L. Fernald, of the 26th United States volunteers, belonging to Winterport, Me., was drowned in the Dumagus river Sunday morning.

## KRUGER AND STEYN.

It Is Believed the Two Presidents Are Preparing for Flight—Are Now at Barberton.

Pretoria, Sept. 3.—Mr. Kruger and Mr. Steyn have gone to Barberton. It is believed that they are preparing for flight. The general opinion is that the war is now very near the end; but should the Boers construct strongholds in the bush, on the veldt or elsewhere, and begin a system of raids, the British would require further large supplies of horses.

Gen. Buller moved 14 miles north-westward along the Lydenburg road and crossed Crocodile river to Badfontein. He found the Boers concentrating in the Crocodile mountains. A force of Boers under Commandant Theron broke through the British lines and captured and burned a supply train at Klip River Station, taking 35 prisoners. Brabant's horse proceeded thither, recaptured all the prisoners and drove the Boers into the hills. Col. Plumer dispersed a small commando under commandant Pretorius east of Pinaars river, capturing 26 Boers, a number of wagons and a quantity of cattle and rifles.

London, Sept. 4.—It is reported that Lord Roberts has issued a proclamation formally annexing the Transvaal to the dominions of the British crown.

Gen. Christian De Wet, according to the Daily Mail's Cape Town advices, is reported to have appeared again along the railway near Winburg road.

## NEARLY A FATAL JOKE.

They Told Him That His Sweetheart Had Married Another Man and He Took Poison.

Birmingham, Ala., Sept. 3.—J. L. Evans, a prominent young railroad official, has been at the point of death for two days as the result of a practical joke perpetrated by a friend. Evans is engaged to marry a beautiful young lady at Pickensville, Ala.

"For fun" a friend told him that his sweetheart had married another. Evans refused to believe the statement until the friend insisted that he was present at the ceremony. Then Evans hurried to a nearby drug store, purchased ten grains of morphine, and, going to a saloon, swallowed the drug. When found he was almost dead, and two physicians labored with him for hours before they were able to bring him around. He is still very low.

The young lady in question has heard of the joke, and is deeply incensed. She will wed Evans as soon as he recovers.

## PRISONERS AT ST. HELENA.

There Are Four Thousand Boers on the Island—They Are Well Cared For.

New York, Sept. 3.—The British steamer Masconomo, one of the Hog line, arrived from South Africa, stopping on the way at St. Helena and St. Lucia. The Masconomo took out to South Africa a cargo of supplies for the British army from St. John, N. B., and has been engaged about three months in that service.

Returning home the Masconomo stopped at St. Helena to make a few repairs to her engine. While there Capt. Mann visited the camps of Boer prisoners. He saw Gen. Cronje and Col. Sheel and other notable prisoners. Capt. Mann says there are 4,000 Boer prisoners at St. Helena.

## DESTITUTE MINERS.

The United States Transport Lawton Will Be Sent to Their Relief at Cape Nome.

San Francisco, Sept. 3.—The United States transport Lawton, which arrived Sunday in ballast from Seattle, is to be sent to Cape Nome to relieve the destitute miners, many of whom have petitioned through Gen. Randall for transportation south before the hard Alaska winter sets in. The Lawton will sail for the north as soon as she can be got ready, probably within a few days. She has accommodations for about 700 men.

## Practically Wiped Out of Existence.

Victoria, B. C., Sept. 3.—The steamer Amur from the north brings a report of a disastrous fire which swept the town of Atlin on Sunday last, practically wiping it out of existence. Ten of the largest and most important business blocks in the town were destroyed causing a loss that is estimated at about \$40,000.

## Once Had a Fortune.

Rushville, Ind., Sept. 2.—Hon. Barker Brown, a prominent democrat and a former state representative, is dead at his home near Milroy, aged 76. He accumulated a large fortune which was swept away in the collapse of the grain firm of Bickhart & Brown, in 1893.

## Population of Quincy, Ill.

Washington, Sept. 1.—The census bureau announces that the population of Quincy, Ill., is 36,252, against 31,494 in 1890. This is an increase of 4,758, or 15.11 per cent.

## Fatal Duel Over Crops.

Center Hill, Fla., Sept. 2.—Luke Merritt and S. M. Dixon, who had been farming on shares, became involved in a quarrel over the division of crops. They secured guns and each shot and instantly killed the other.

## Fireman at a Palace.

London, Sept. 2.—The detachment of Kansas City firemen on their way home from the Paris Exposition visited Windsor, and made a tour of the castle. Subsequently they lunched with the mayor at the Guild hall.

## FIFTEEN WERE KILLED

An Excursion Train Wrecked Near Hatfield, Pa., Sunday.

It Was Running at the Rate of Thirty-Five Miles an Hour and Crashed Into the Rear End of a Milk Train.

Philadelphia, Sept. 3.—Fifteen persons killed and 14 others injured in the appalling record of a rear end collision between an excursion train and a milk train on the Bethlehem branch of the Philadelphia & Reading railway Sunday morning at Hatfield, Pa., 27 miles north of this city.

Of the killed 11 were passengers on the excursion train and four were on the milk train, which was stated as standing at a water station when wrecked by the excursion train.

The wrecked train consisted of ten day coaches, and was the first section of a large excursion made up of people from Bethlehem, Allentown and surrounding towns to Atlantic City. This section carried only those persons who lived in Bethlehem and Allentown, and left the union depot in Bethlehem at 6:05 a. m., exactly 35 minutes behind the milk train.

The latter train consisted of two milk cars and two passenger coaches and had stopped at every station on the road from Bethlehem en route to Philadelphia. At 6:54 the milk train drew up at the milk platform at Hatfield, and in less than two minutes the special excursion train, running at the rate of 35 miles an hour crashed into the milk train. The locomotive ploughed through the two passenger coaches and crushed them as if they were egg shells. The milk car immediately in front was also badly wrecked.

The excursion train was a picture of indescribable horror. The locomotive was a mass of bent and broken iron and firmly held the bodies of its engineer and fireman beneath its great weight. Behind the engine six of the ten cars were also a mass of wreckage. The first car was broken in twain and the other five cars were thrown on their sides, completely demolished. Nine persons were killed in the first two cars and the others in those coaches were badly maimed.

As soon as the crash came a terrible cry rose from the smashed cars and those who had not been injured quickly crawled or jumped from the cars and went to the assistance of the injured. Many were pinned down by wreckage and had to be freed by the liberal use of axes. With three or four exceptions the dead were killed instantly, the others dying on their way to the hospitals. All the injured were first taken to a shed at the Hatfield station and the dead were removed to a barn. Messengers were sent to the nearby villages for physicians and a relief train was telegraphed for from Bethlehem. With 15 doctors and half a dozen nurses a special train was sent from Bethlehem but before it reached the scene of the wreck, it was signalled to return to Bethlehem as a special, carrying nearly all the injured, had started for that place. On the run from Hatfield to the hospital three of the injured died.

The special train arrived at Bethlehem at 11:30 and was met by fully 5,000 persons, all clamoring to get a bit of news of the wreck or trying to learn whether loved ones were among the victims. The news of the wreck had reached Bethlehem at 8 o'clock and spread like wildfire. All the policemen of the town were gathered at the station and it was with great difficulty that the injured were moved to the waiting ambulances and other vehicles which conveyed them to the hospitals.

There are conflicting stories as to responsibility for the accident. One version is that the engineer of the excursion train had been warned at Souderton, the station above Hatfield, that a milk train was a few minutes ahead of him. Another story is that the train dispatcher's office in Philadelphia was at fault. The trainmen refused to talk of the accident.

Fifteen hundred tickets had been sold for the excursion to the seashore and it was to have been the last of the season.

## Drowned in a Bear Trap.

Louisville, Ky., Sept. 3.—Edward Harrington, 13 years old, son of Jas. Harrington, a tobacco worker, was bathing Sunday afternoon in the bear trap at the foot of the new canal. Several youngsters had gone in swimming there, and young Harrington, not noticing that the trap was open, went too close and was swept out into the river.

**Sons of Veterans' College.**  
Chicago, Sept. 2.—With assets and pledges amounting to upward of \$500,000, the Sons of Veterans are making active preparations to begin work on a national college, which is to be dedicated to the grand army of the republic and in commemoration of the men and women of civil war times.

## Col. M. V. B. Moore.

Auburn, Ala., Sept. 3.—Col. Martin Van Buren Moore died here Sunday at the age of 63. He was a graduate of West Point, and served as a colonel in the confederate army, commanding a North Carolina regiment. His wife is known to the reading world as "Betsy Hamilton."

## Otis Succeeds Wheeler.

Washington, Sept. 3.—Gen. Otis has been selected to fill the post of commanding officer of the department of the lakes, made vacant Monday by the retirement of Gen. Jos. Wheeler.

## HE DEFENDS PECK.

Did Not Act Discourteously to State Representatives at the Paris Exposition, as Charged.

New York, Sept. 3.—The French line steamer La Touraine arrived from Havre Sunday. In the cabin was Arthur Valois, United States commissioner to the Paris exposition. He defended Commissioner General Peck from the charge that he had acted discourteously to state representatives at the exposition.

In speaking of the story that Mr. Peck had secretly worked to prevent Mrs. Manning and Mrs. Potter Palmer from being decorated by the French government, he said: "That is impossible, for I know how such things are done. The names for the Legion of Honor are handed in and passed on their merits. I know that Mr. Peck presented the names of Mrs. Manning, Mrs. Potter Palmer and Michael H. De Young for the order. As to there being criticism over there being so many representatives from the United States, and the difficulty of supplying all with invitations to entertainments, all I can say is that there is always trouble when a big enterprise like the exposition is under way. There certainly are many officials from this country to the exposition."

Lieuts. F. H. Brunby, T. P. Howard, F. Moale, jr., and J. W. Chan, U. S. N., returned on La Touraine. They are on their way from the Asiatic station to report to the navy department.

Miss Reilly, a daughter of Capt. Reilly, who was recently killed in China, and her aunt, Mrs. Rice Smith, also arrived.

## BANKED WITH FLOWERS.

The Funeral Services Over the Remains of the Late Rev. Dr. Royal H. Pullman.

Baltimore, Md., Sept. 3.—In the beautiful First Universalist church which he saw as a result of his labor and his faith Rev. Dr. Royal H. Pullman, brother of the late George M. Pullman, the palace car magnate, received the last tribute from his friends and parishioners Sunday. The service took the place of the regular Sunday morning service at the church. At 11 o'clock the casket containing the remains of Dr. Pullman was carried into the sanctuary and placed before the altar. Great banks of flowers almost hid it from sight.

In the pews below the altar sat the members of the dead pastor's family, Rev. Dr. James M. Pullman, of Massachusetts, his brother; Mrs. Smith, of Chicago, his daughter; Mrs. George H. Pullman, his son, and others. The simple service of the Universalist church was read by Rev. Dr. Charles H. Eaton, of New York, one of Dr. Pullman's friends and fellow workers. The interment was at London Park cemetery and was private.

## RUN DOWN BY A TRAIN.

Three Killed and One Person Injured at a Railway Crossing Near Syracuse, N. Y.

Syracuse, N. Y., Sept. 3.—The fast mail train due in this city at 8:40 p. m. struck a carriage containing four people at Oswego Junction, four miles west of here Sunday night. Patrick J. Foley, of Syracuse, Ellen Foley, of Split Rock, his sister and Josephine F. Blanchard, of Syracuse, were killed and Michael Maroney was injured. The party were on a pleasure drive. There is no night flagman at Oswego Junction and another train standing on the track prevented the party from seeing the fast mail approach on the inside track at a speed of 40 miles an hour.

## A Memorial Hospital.

Asheville, N. C., Sept. 3.—George W. Vanderbilt has started an endowment fund for the Clarence Barker Memorial hospital at Biltmore. The hospital will be formally opened Tuesday. It was erected in memory of Clarence Barker, a cousin of the Vanderbilts, by his sisters, Adele Ima Barker Schmit and Virginia Purdy Barker Bacon.

## Into an Open Switch.

Washington, Sept. 3.—An accident on the Chesapeake Beach railway at Chesapeake Junction, Md., Sunday night caused the death of one man and injury to two others, all train hands, and a woman passenger. The accident was caused by an excursion train running into an open switch and colliding with empty cars standing on the track.

## Take Steerage Passage.

Berlin, Sept. 3.—Owing to the unusually heavy westward passenger traffic, as well as to the interruption in sailings owing to the Hoboken disaster and to the chartering of passenger steamers by the German government for use in Chinese waters, many American citizens have recently been compelled to take steerage passage in returning to the United States.

## A Wheat Blockade.

Kansas City, Sept. 3.—The extensive yards of the Santa Fe Railway Co. in Argentina are almost exclusively occupied with cars of wheat which it is impossible to move. It was estimated that there are 20 miles of wheat cars there.

## Will Ignore the United States.

New York, Sept. 3.—A Rome dispatch to the Journal says: "King Emmanuel, in sending envoys to courts of Europe to notify them of his accession to the throne, will ignore the United States."

## PRESBYTERIAN CREED.

A Circular, Asking Four Important Questions, Sent Out to the Various Churches.

Pittsburgh, Pa., Sept. 1.—The committee on creed revision appointed at the last meeting of the Presbyterian general assembly has issued a circular to the Presbyteries of the church reciting the authority for the appointment of a committee to ascertain the general feeling in regard to the proposed revision of the creed and requiring the Presbyteries to consider and answer four inquiries:

1. Do you desire a revision of our confession of faith? Or,
2. Do you desire a supplement, explanatory statement? Or,
3. Do you desire to supplement our present doctrinal standards with a briefer statement of the doctrines "Most surely believed among us" expressing in simple language the faith of the church and loyalty to the system of doctrine contained in holy scripture and held by the reformed churches? Or,
4. Do you desire the dismissal of the whole subject, so that our doctrinal standards shall remain as they are, without any change whatever, whether revisional, supplemental or substitutional?

The circular is signed by 15 members of the committee as follows: Rev. Stephen A. Dana, of Philadelphia, being the only member of the committee whose signature is not attached to the document.

Chas. A. Dickey, Herrick Johnson, Samuel J. Nicolls, Daniel W. Ishor, Wm. McKibbin, Geo. B. Stewart, Samuel P. Sprecher, Henry VanDyke, Benj. Harrison, John N. Harlan, Daniel R. Noyes, E. W. C. Humphreys, Wm. R. Crabbe, John E. Parsons, Eliza A. Fraser.

The Presbyteries are required to record the affirmative and negative votes. This, it is expected, will cause a divided vote in the Pittsburgh and Allegheny Presbyteries, as most of the ministers differ regarding the proposed revision of the creed.

## FAST OCEAN TIME.

The St. Paul Crosses the Atlantic in Six Days, Seven Hours and Six Minutes.

New York, Sept. 1.—The American line steamer St. Paul, Capt. John C. Jamison, arrived from Southampton and Cherbourg after a quick passage of six days, seven hours and six minutes. This time is the best made by the St. Paul between this port and Cherbourg and beats the best time of each of the big fleet of ocean greyhounds plying between Cherbourg and this port with the one exception of the present record holder, the Kaiser Wilhelm der Grosse, whose time is five days, 17 hours and 37 minutes.

The best record of the steamer Deutschland from Cherbourg is six days, seven hours and seven minutes, which the St. Paul beats by one minute. The day's runs of the St. Paul were: 378.7; 508.7; 485.8; 501.9; 508; 504.2 and 164.3, making a total of 3,052 miles, with an average speed of 20.19 knots per hour.

## Andre's Buoy No. 4 Found.

Stockholm, Sept. 1.—Capt. Gren Dahl telegraphs the following message here from Skjerve, Norway: "Andre's buoy No. 4 has been found here and contains the following: 'July 7, 10 p. m., Greenwich. Our voyage gone well so far. Are now at an altitude of 250 metres. Original direction, north 10 degrees east; compass undeviation. Later, north 45 degrees east; compass undeviation. Four carrier pigeons dispatched. They are flying west. We are now over ice, which is very rugged. Weather splendid the whole time. In excellent spirits.'"

## Died at the Age of 106 Years.

Pittsburgh, Pa., Sept. 1.—Louis Goodman, a Russian pack peddler, died at his home here from effects of a cold, aged 106 years. He came to this city when he was 60 years of age and worked steadily until he was 104. He never consulted a physician nor took any medicine in his life. He was married four times, the last time when he was 92. His wife, aged 62, survives him. Goodman was born in the town of Sane, province of Smolok, Russia, in 1794.

## There May Be Serious Trouble.

Winnipeg, Sept. 1.—There may be serious trouble with Canadian Pacific conductors. Two conductors on the Southwestern branch who refused to give up their equipments when requested by officials have been suspended. Other conductors are indignant and say they will stand by those suspended.

**To Reduce Cotton Spinners' Wages.**  
Fall River, Mass., Sept. 1.—Fall River cotton mill treasurers are being asked to affix their signatures to the agreement calling for a general reduction of wages, to go into effect September 17. It is stated that already treasurers representing 1,000,000 spindles have agreed to the plan.

## Two Hurled to Death.

Dunlow, W. Va., Sept. 1.—A cable broke while a small coal car was coming down an incline near here, and the car dashed down the mountain side at a furious rate. John Goodman and Harry Clevanger were aboard the car at the time and both were hurled to death.

## Coal Shipped to Austria.

Pensacola, Fla., Sept. 1.—A local coal company closed a contract for 100,000 tons of coal to be shipped through this port to Fiume, Austria.

## PROFESSIONAL CARDS.

**CHARLES D. WEBB,**  
ATTORNEY-AT-LAW,  
Special attention given to Collections,  
Office on Broadway.  
PARIS, KENTUCKY.

**CHARLES B. DICKSON,**  
DENTIST,  
Office over the Bourbon Bank.  
PARIS, KENTUCKY.

**PHILIP N. FOLEY,**  
DENTIST,  
Office in Agricultural Bank building.  
Can be found at office at night.

**J. T. M'ILLAN,**  
DENTIST,  
Office, No. 3, Broadway.  
PARIS, KENTUCKY.

**JOHN J. WILLIAMS,**  
ATTORNEY-AT-LAW,  
Office in Simms' Building,  
PARIS, KENTUCKY.

**W. M. KENNEY, M. D.,**  
PHYSICIAN & SURGEON,  
Office in Agricultural Bank Building.  
(7 to 10 a. m.)  
Office hours: 2 to 4 p. m.  
(7 to 8 p. m.)

## RAILROAD TIME CARD.

L. & N. R. R.

## ARRIVAL OF TRAINS:

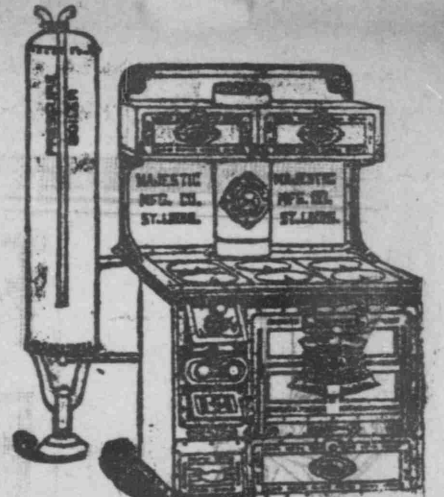
From Cincinnati—10:58 a. m.; 5:58 p. m.; 10:10 p. m.  
From Lexington—5:11 a. m.; 7:45 a. m.; 3:38 p. m.; 6:27 p. m.  
From Richmond—5:05 a. m.; 7:40 a. m.; 8:28 p. m.  
From Maysville—7:42 a. m.; 8:25 p. m.

## DEPARTURE OF TRAINS:

To Cincinnati—6:15 a. m.; 7:51 a. m.; 3:40 p. m.  
To Lexington—7:47 a. m.; 11:05 a. m.; 5:45 p. m.; 10:14 p. m.  
To Richmond—11:08 a. m.; 5:43 p. m.; 10:16 p. m.  
To Maysville—7:50 a. m.; 8:35 p. m.  
F. B. CARR, Agent.

## PERRY'S STOVE AND TIN STORE

## THE GREAT MAJESTIC.



## THE GREAT MAJESTIC.

I have a complete line of the great Majestic ranges.  
For gas fittings, house furnishings, plumbing metal roofing, door and window screens, refrigerators, etc., I can give the best line for the least money.

BENJ. PERRY.

PARIS, KY.

## Frankfort & Cincinnati Ry.

## ELKHORN ROUTE.

LOCAL TIME CARD IN EFFECT

DECEMBER 1st, 1898.

## EAST BOUND.

No. 1	No. 3	No. 5
Leave Frankfort	Leave Frankfort	Leave Frankfort
7:15 a. m.	7:15 a. m.	7:15 a. m.
7:15 a. m.	7:15 a. m.	7:15 a. m.
7:15 a. m.	7:15 a. m.	7:15 a. m.
7:15 a. m.	7:15 a. m.	7:15 a. m.
7:15 a. m.	7:15 a. m.	7:15 a. m.
7:15 a. m.	7:15 a. m.	7:15 a. m.
7:15 a. m.	7:15 a. m.	7:15 a. m.
7:15 a. m.	7:15 a. m.	7:15 a. m.
7:15 a. m.	7:15 a. m.	7:15 a. m.

## WEST BOUND.

No. 2	No. 4	No. 6
Leave Frankfort	Leave Frankfort	Leave Frankfort
8:00 a. m.	8:00 a. m.	8:00 a. m.
8:00 a. m.	8:00 a. m.	8:00 a. m.
8:00 a. m.	8:00 a. m.	8:00 a. m.
8:00 a. m.	8:00 a. m.	8:00 a. m.
8:00 a. m.	8:00 a. m.	8:00 a. m.
8:00 a. m.	8:00 a. m.	8:00 a. m.
8:00 a. m.	8:00 a. m.	8:00 a. m.
8:00 a. m.	8:00 a. m.	8:00 a. m.
8:00 a. m.	8:00 a. m.	8:00 a. m.

Daily except Sunday.

Connects with L. & N. R. R. at Frankfort and with C. & O. at Louisville.